



MODULE : **TRANSPORT ECONOMICS 3A EXAM**

CODE : **TRE13A3/ VVR3A01**

DATE : **5 JUNE 2018**

DURATION : **180 MINUTES**

TOTAL MARKS : **180**

EXAMINER : **MR T C MBARA**

MODERATOR : **MR H LEMMER**

NUMBER OF PAGES : **5**

INSTRUCTIONS TO CANDIDATES:

- Answer all the questions
- All MC questions to be answered on the separate answer sheet
- Question papers must be handed in.
- This is a closed book assessment.
- Read the questions carefully and answer only what is asked.
- Number your answers clearly.
- Write neatly and legibly
- Structure your answers by using appropriate headings and sub-headings.
- The general University of Johannesburg policies, procedures and rules pertaining to written assessments apply to this assessment.

SECTION A – MULTI-CHOICE QUESTIONS [10 MARKS]**SECTION B:****QUESTION 1: (CASE STUDY)****46 MARKS****Public Participation in Transportation**

Since the 1960s, many countries have made some form of public participation mandatory for major transportation projects and policies. Much early citizen participation was in opposition to major projects, technologies and developments felt to be injurious to their interests. Beyond the occasional protest or political campaign, there was little organised citizen effort to participate and relatively little welcoming of the public before the era following World War II. As citizens, government and private interests interacted more around transportation issues, a multifaceted 'transportation public' emerged in many countries, which among others includes: individuals directly affected by a project or new policy, or plan or need, users consumers, employees and employers commercial interests businesses and professionals, stakeholders and interest groups. Despite the comprehensive nature of the transportation public, there are many community groups and interests often left out of participation and policy-making in transportation because they are insufficiently organized, socially marginalised, vulnerable (such as the disabled, children, old aged pensioners, homeless) or without voice unless championed and stimulated to participate. Such community groups have to genuinely participate and not being provided with an agenda of token participation. Token participation provides that least effective way of public involvement while the most effective way is enshrined in genuine participation.

Source: Adapted from: Schiller, P. L., Bruun, E. C., and Kenworthy, J. R. 2010. An introduction to sustainable transportation: policy, planning and implementation

Answer the following questions

- (i) The case study points out that "*there are many groups and interests often left out of participation and policy-making in transportation because they are insufficiently organized, socially marginalised, vulnerable (such as the disabled, children, old aged pensioners, homeless) or without voice unless championed and stimulated to participate*". Suggest and discuss ways in which participation can be stimulated. (8 marks)
- (ii) The case study advocates for *genuine participation* and *not token participation*. This suggest that there are different ways in which the community can be engaged in the process of participation. Critique the 4 types of community participation from least effective to most effective. (12 marks)
- (iii) According to the UNDP, there are constraints that make popular participation difficult. Identify and discuss any 3 of such constraints. (6 marks)
- (iv) Discuss the advantages of public participation in planning and project implementation. (20 marks)

QUESTION 2**24 MARKS**

- (i) *Liberal laissez-faire* and *socialism* represent two diverse policy approaches of governance. Explain the difference between these two approaches. (8 marks)
- (ii) Analyse the reasons why it would be necessary for any Government to intervene and regulate on transport matters. (16 marks)

QUESTION 3**27 MARKS**

- (i) Explain **EITHER** the satisfying decision making approach **OR** the incrementalism decision making approach (9 marks)
- (ii) The rational decision making model starts by assuming that decision makers are completely informed and they wish to maximize achievement of goals and objectives. Insert the following words (objectives, criteria, value, goal) on the correct place in the paragraph below so that it makes sense. (8 marks)

In a metropolitan area, the (a)..... can be expressed as people should be able to live in a good environment. One (b)..... can be that the metropolitan area should have clean air. The(c)..... from that desired stance might be that each of oxides of nitrogen, oxides of sulphur, volatile organic compounds, particulate matter and carbon monoxide in the atmosphere should be reduced. The ... (d)..... by which the attainment of these intentions might be measured would specify particular target levels of each of the air pollutants that should not be exceeded in a specified time period.

- (iii) There are five (5) different aspects of real decision making (pluralistic, resource-allocative, consensus seeking, problem simplifying and uncertainty avoiding) that are at odds with rationalistic view of decision making. Match the decision making aspect with the correct description: (10 marks)

(i)	Pluralistic	(a)	Due to conflict among different stakeholders, the goal is to satisfy as many stakeholders as possible
(ii)	Resource-allocative	(b)	Because of the highly complex problems, it is beyond the power of most human beings to comprehend the full complexity of the issues
(iii)	Consensus-seeking	(c)	Politicians always want to avoid unclear outcomes, they tend to focus on the period of time until the next election
(iv)	Problem-simplifying	(d)	Dealing with many jurisdictions, many agencies, with no single identifiable public interest
(v)	Uncertainty-avoidance	(e)	Policy is concerned with how best to distribute the available possessions among competing problems

QUESTION 4**15 MARKS**

- (i) Define the terms *social exclusion* and *transport disadvantage*. (6 marks)
- (ii) The causes of social exclusion can be classified into three (3) broad categories. Identify the three (3) broad categories and discuss them. (9 marks)

QUESTION 5:**16 MARKS**

It is not uncommon for academics and practitioners to differ in their interpretation of goals and objectives. Citing appropriate examples (preferably transport-related), differentiate between *goals* and *objectives*.

QUESTION 6:**18 MARKS**

There are seven (7) variables (commonly referred to as the 7-C protocol variables) that influence successful policy implementation. Choose any three (3) of the variables and discuss them clearly showing how they are linked.

QUESTION 7

24 MARKS

There is a host of reasons why *policy change* is necessary. Assess the arguments on what drives policy to change.

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